

Shipping—Steamers.

HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD. AND THE CHINA NAVIGATION COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAM" 2,363 Tons, "POWAN" 2,318 Tons, "FATSHAN" 2,260 Tons, "KINSHAN" 1,995 Tons, "HEUNGSHAN" 1,998 Tons.

Commencing from Sunday, the 1st December, the following will be the order of running the Canton steamers until further notice.

Departures from HONGKONG to CANTON daily at 8 A.M. (Sunday excepted), 10 P.M. (Saturday excepted).

On Tuesday and Sunday, two steamers leaving Hongkong at 10 P.M.

On Thursday and Friday, 11 P.M.

Departures from CANTON to HONGKONG daily at 8 A.M., 12 Noon and 5 P.M. (Sunday excepted).

S.S. "KINSHAN" will use the Wharf near the Central Market, other steamers will use the Coy's Wharf.

The S.S. "POWAN" will leave Hongkong every Monday, Wednesday at 9 P.M. and Friday at 11 P.M. from Queen Street Wharf West, returning from Canton every Tuesday, Thursday and Saturday at 5 P.M.

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River.

Special attention is drawn to their Superior Saloon and Cabin Accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD. HONGKONG-MACAO LINE.

S.S. "SUI-AN," 1,651 tons, Captain V. A. Valentini.

S.S. "SUI-TAI," 1,651 tons, G. F. Morrison.

Departures from Hongkong to Macao on week days at 8 A.M. from DOUGLAS WHARF and at 2 P.M. from the COMPANY'S WHARF.

On Sundays Special Cheap Excursions leaving Hongkong at 9 A.M. from DOUGLAS WHARF and from Macao at 5 P.M.

The Company also runs a steamer from Macao on Sunday morning at 7.30 A.M. and from Hongkong at 1 P.M. from the Company's wharf.

Departures from Macao to Hongkong on week days at 7.30 A.M. and 2 P.M.

JOINT SERVICE OF THE H.K., C. AND MACAO STEAMBOAT CO., LTD. THE CHINA NAVIGATION COMPANY, LTD. AND THE INDO-CHINA STEAM NAVIGATION COMPANY LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM," 1,588 tons, Captain S. Bell Smith.

S.S. "NANNING," 1,569 tons, Mackinnon.

One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 A.M., and the other leaves Wuchow for Canton on the same days at 8.30 A.M. Round trips take about 5 days. These vessels have Superior Cabin Accommodation and are lighted throughout by electricity.

Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.

Hotel Mansions, (First Floor), opposite the Hongkong Hotel,

Or of BUTTERFIELD & SWIRE,

Agents, CHINA NAVIGATION CO., LTD.

Hongkong, 30th November, 1907.

WEST RIVER BRITISH STEAMSHIP COMPANIES.

HONGKONG-WUCHOW LINE.

THE Steamers "LINTAN" and "SAN-UI" sail from HONGKONG TWICE A WEEK AND COMPLETE THE ROUND TRIP IN 6 DAYS. These steamers have Excellent Saloon Accommodation, and are Lighted Throughout by Electricity. THE CLIMATE ON THE WEST RIVER DURING THE WINTER MONTHS IS VERY FINE AND EXHILARATING.

For further information apply to— BUTTERFIELD & SWIRE, AGENTS, WEST RIVER BRITISH S.S. COMPANIES.

Hongkong, 2nd November, 1907.

IMPERIAL BREWING COMPANY, LIMITED.

PURE CREAM BEER.

For samples and prices please apply to

WINE GROWERS SUPPLY CO. BARRETTO & CO.

General Agents.

Hongkong, 22nd October, 1907.

REGULAR HONGKONG-CANTON LINE OF STEAMERS

COMPAGNIE FRANCAISE DES INDES ET DE L'EXTREME ORIENT.

S.S. "PAUL BEAU," 1,900 tons, 14 knots.

S.S. "CHARLES HARDOUIN," 1,900 tons, 14 knots.

The speediest, most luxuriously appointed and punctual steamers on the line. Departure from Hongkong at 9.30 P.M. (Saturdays excepted). Departure from Canton at 5.15 P.M. (Sundays excepted).

These superb steamers carrying the French Mail are fitted throughout with Electric Light and Fans and were specially built for this trade. Excellent cuisine. The Company's Wharf is at the end of Wing Lok Street (Tram Station). Canton Agents—Messrs. E. Pasquet & Co.

For further particulars, please apply to—

BARRETTO & CO., Agents.

Hongkong, 5th April, 1907.

Hotel.

KOWLOON HOTEL, HONGKONG.

NEEDS NO ADVERTISING.

World-Wide Reputation. The only First-Class Hotel in Kowloon. Most Charming and Popular Resort in the Colony.

Electric Lights, Fans and Call Bells. Bath Rooms attached to each Room.

Telephone Address:

"CHIEF" HONGKONG.

Telephone No. 24.

Unrivalled for Comfort and Cuisine. Thoroughly Up-to-Date with Every Modern Luxury. Billiards and Bowling Alleys. Moderate Terms and No Extras. Modern Management.

O. E. OWEN, Proprietor.

Entertainment.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.

Length inside 514 ft. Width of entrance, top 95 ft., bottom 75 ft. Water on blocks, 37.5 ft. Time to pump out, 4 hours.

No. 2 DOCK.

Length inside, 375 ft. Width of entrance, top 60.5 ft., bottom 45.8 ft. Water on blocks, 36.5 ft. Time to pump out, 3 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent pattern for dealing quickly and cheaply with work and a large stock of material is always at hand, (plates and angles all being tested by Lloyd's surveyors).

Two powerful Twin Screw Towboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made-up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

Telephone: Nos. 376, 506, or 681.

Telegrams: "Dock, Yokohama," Codes A. B. O. 4th and 5th Edt.

Liebers, Scotts, A. 1, and Watkins.

Yokohama, May 23rd, 1905.

Mails.

NORDDEUTSCHER LLOYD, BREMEN.

IMPERIAL GERMAN MAIL LINES.

FOR STEAMERS TO SAIL

SHANGHAI, NAGASAKI, KOBE } "YORCK" About WEDNESDAY, the 4th Dec, 1907.

and YOKOHAMA Capt. J. Raederman.

NAPLES, GENOA, ALGIERS } "PRINCESS ALICE" WEDNESDAY, Noon, 4th Dec, 1907.

GIBRALTAR, SOUTHAMPTON, ANTWERP and BREMEN Capt. G. Roll.

MANILA, FRIEDRICH WILHELMSHAFEN, SIMPSONHAFEN, BRISBANE, SYDNEY and MELBOURNE } "PRINCE SIGISMUND" THURSDAY, 5 P.M., 5th Dec., 1907.

KUDAT and SANDAKAN "BORNEO" Middle of Dec., 1907.

Capt. F. Sembill.

EXTRA STEAMER.

EUROPE VIA PORTS OF CALL "SACHSEN" About WEDNESDAY, 25th Dec., 1907.

Capt. Woltemas.

For further Particulars, apply to

NORDDEUTSCHER LLOYD

MELCHERS & CO.,

GENERAL AGENTS, HONGKONG & CHINA.

Hongkong, 29th November, 1907.

JAVA-CHINA-JAPAN LIJN.

REGULAR THREE-WEEKLY SERVICE BETWEEN JAVA, CHINA, AND JAPAN.

Steamer.	From	On or about	Will leave for	Expected on or about
"TJIKINI"	JAVA	First half Dec.	JAPAN	First half Dec.
"TJIPANAS"	JAVA	First half Dec.	JAVA PORTS	First half Dec.
"TJILIWONG"	JAPAN	Second half Dec.	JAVA PORTS	Second half Dec.
"TJIMAH"	JAPAN	First half Jan.	JAVA PORTS	First half Jan.
"TJIBODAS"	JAVA	First half Jan.	JAPAN	First half Jan.
"TJILATJAP"	JAPAN	Second half Jan.	JAVA PORTS	Second half Jan.

The Steamers are all fitted throughout with Electric Light and have Accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherland India Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to

JAVA-CHINA-JAPAN LIJN.

Telephone No. 375.

YOKO BUILDINGS, 1st floor,

Hongkong, 27th November, 1907.

Dentistry.

TSIN TING.

LATEST METHODS OF DENTISTRY.

STUDIO AT NO. 14, DAQUAN STREET.

REASONABLE FEES.

Consultation Free.

Hongkong, 20th June, 1904.

Dr. M. H. CHAUN,

THE LATEST METHOD

of the

AMERICAN SYSTEM OF DENTISTRY.

35 QUEEN'S ROAD CENTRAL.

From the University of Pennsylvania, U.S.A.

Hongkong, 16th April, 1907.

FANATICS TORTURE OF A WOMAN.

Chicago, Sept. 20.

Five persons, who say they are Parahmites, are under arrest at Zion City, on a charge of torturing to death Mrs. Letitia Greenhaugh, 64 years old, who had been a helpless rheumatic cripple for twenty years. Two of the accused fanatics are the son and daughter of the victim.

Mrs. Greenhaugh died Wednesday, shortly before noon. According to the confession of her son, Mr. and Mrs. Mitchell, Mrs. Smith and son and daughter, Walter and Jennie Greenhaugh, acting upon a statement by Mitchell that the aged woman was possessed of devils, decided to exorcise them. The husband of the old woman, who is not a believer, was lured away from the house. The five executioners went in the bedroom of the victim and locked the doors.

This was early Wednesday morning. All five first knelt to prayer and then began their work. Muttering incantations, they seized the distorted arms and legs of the old woman and twisted them out of the sockets. They held pillows over her mouth to smother her feeble screams, beat her emaciated body until it was marked with blows.

Finally the soul of the tortured creature went out and her lifeless body lay on the floor of fanatic, sobs, shrieks, and yelled by the tormentors to drown her cries. Every bone in her arms and legs was broken, her neck twisted until it would not support her head, and her flesh was purple with abrasions.

The sect of Parahmites was founded about a year ago by Charles F. Parham, and numbers about 200 persons. Its members originally belonged to Dowie's church, and they believe in the gift of tongues, and especially in diabolical possession. It is their theory that sickness is an evidence of the possession of the body by evil spirits.

The condition of Mrs. Greenhaugh convinced her son and daughter, and the three persons arrested with them, that she must be possessed of the devil, and they determined to exorcise the evil spirit. The five knelt by the bedside, and, after prayer, commenced their work. The arms of Mrs. Greenhaugh, stiffened by rheumatism, were jerked and twisted about in order that the devil might be driven out. The cries of the aged woman were considered to be those of an evil spirit, and were greeted with triumphant shouts. After a course of the violent treatment, Mrs. Greenhaugh not only became so weak that she could not use her limbs, but became incapable of making any motion. Then her neck was twisted, and for some time this treatment was kept up.

Walter Greenhaugh testified at the Coroner's inquest that Mitchell and his wife recently had a "vision," in which Mitchell was ordered to quit work and devote his time to casting out demons from the sick. Young Greenhaugh declared that his mother's consent was obtained before the treatment was commenced. He declared that hypnotic passes were made before his mother's face, and then followed the muscular force, which he said was strongly resisted by the "demons." Mrs. Smith's part in the treatment, according to the testimony before the Coroner's jury, consisted in raising Mrs. Greenhaugh's head and holding her while Mitchell and his wife attempted to straighten the woman's limbs, which had been twisted by years of rheumatism.

Greenhaugh broke down and cried as he told his story. He declared that for some time his mother bore the treatment bravely, but at last the agony became so great that she could not restrain herself. "Oh, Lord, help me!" she shrieked, "Oh, Lord, help me!" a number of times. According to Greenhaugh, Mitchell declared that her cries must not be heard by outsiders, and he put his hand across her mouth to smother them. The five worked over the victim until she died, shortly before noon.

After that, according to Greenhaugh, Mrs. Smith became the leader in a "resurrection scene." In this efforts were made to restore the dead woman to life. When these had failed the announcement of her death was made. This case is being fully investigated by the authorities of Lake country, in which Zion City is situated.

"Mitchell took her by the hand," the son testified, "and pulled her arm away from her body. She screamed. Oh, she screamed terribly. I jumped forward, Mitchell held me back and put his hand over her mouth and stopped her cries. He said, 'Of course, I shall not hurt you. Those cries are not her cries. That is the screaming of the demons and of the devils. She is all right!'"

Greenhaugh told of movements like those of a hypnotist which Mitchell made above the prostrate woman, and continued: "Mitchell and his wife again drew away the body. They took her arms and drew them out straight. There was a crackling sound. I found afterward that they broke the bones. They did the same with her legs. They pulled at her head. She groaned and worked with her flesh. She groaned and cried out. Then mother seemed to become quiet. She looked at me. She said, 'I was in hell; I am in heaven now.' I thought she meant she was getting better. I believed God was helping her. When she said that they started work with renewed vigor."

Greenhaugh broke down and sobbed as he told the story. After more torture Greenhaugh said Mitchell told him to pray and that his mother was sleeping.

"My father was not allowed in the room during the treatment," Greenhaugh went on. "Mrs. Mitchell told him that my mother was sleeping and that she would eat supper with us that night. When she failed to appear my father became worried and wanted to go to the room. In the evening I began to realize that my mother was dead. We watched the greater part of the night for signs of returning life, but none came."

Mitchell and Greenhaugh were laborers. The men were neighbors in Zion City and close friends. When the husband and son realized that their wife and mother was really dead the body was turned over to an undertaker and embalmed for burial.

Consignees.

NORDDEUTSCHER LLOYD, BREMEN. IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"PRINZ-REGENT LUITPOLD," having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, whence delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before SATURDAY, the 23rd of November, at 6 P.M. No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 30th of November, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 3rd of November, at 9.30 A.M. All Claims must reach us before the 4th of November, or they will not be recognized. No Fire Insurance will be effected. Bills of Lading will be countersigned by the Undersigned.

NORDDEUTSCHER LLOYD, MELCHERS & CO., Agents.

Hongkong, 24th November, 1907.

"MOGUL" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

STEAMSHIP "ERROLL,"

FROM GLASGOW, LIVERPOOL AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., at Kowloon, whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 3rd proximo will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 20th December, or they will not be recognized. All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 3rd proximo, at 3 P.M.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by DODWELL & CO., LIMITED, Agents.

Hongkong, 26th November, 1907.

S.S. "TOURANE."

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE TO CONSIGNEES.

CONSIGNEES of Cargo from London ex "S.S. Dardanelles" and "S.S. Havre" ex "S.S. Malaga," and from Bordeaux ex "S.S. Ville de Lorient," in connection with above Steamer, are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless information is received from the Consignee before MONDAY, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after TUESDAY, the 3rd December, at Noon, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 3rd December, or they will not be recognized.

All damaged packages will be examined on TUESDAY, the 3rd December, at 3 P.M. No Fire Insurance has been effected.

G. DE CHAMPEAUX, Agent.

Hongkong, 26th November, 1907.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co's Steamer

"DELTA,"

FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon, whence and/or from the wharves delivery may be obtained as soon as the Goods are landed.

This vessel brings on Cargo—

From London, &c., ex "S.S. India."

From Persian Gulf, ex "S.S. India" and "S.S. P. S. N. Co's Steamers."

Optional Goods will be landed here unless instructions are given to the contrary before 6 hours.

Goods not cleared by the 4th December, at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignee and the Company's representative at an appointed hour.

All Claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns.

F. A. HEWETT, Superintendent.

Hongkong, 28th November, 1907.

Intimations.

PABST BREWING COMPANY, MILWAUKEE.

FRESH SUPPLIES

ALWAYS KEPT IN STOCK

BY SIEMSEN & CO.,

Agents for HONGKONG & SOUTH CHINA.

Hongkong, 29th July, 1907.

COLD STORAGE.

THE HONGKONG ICE COMPANY, LTD.

have now 10,000 Cubic Feet of COLD STORAGE available at KANTO POINT.

Stores will be Open at 10 A.M. and 4 P.M. daily Sunday excepted to receive and deliver perishable goods.

WM. FARLANE, Manager.

Frost-free, 2nd June, 1907.

Intimations.

Powell's
ALEXANDRA
BUILDINGS.VIYELLA
BLOUSES,
\$5.50 each.VIYELLA
BLOUSES,
\$6.50 each.VIYELLA
BLOUSES,
\$7.50 each.

Smart,

Well-made,

Splendid

Value.

POWELL'S
HONGKONG.

Auctions.

BY ORDER OF THE MORTGAGEE.
PUBLIC AUCTION.
MR. GEORGE P. LAMBERT has received instructions to sell by
PUBLIC AUCTION,
ON
MONDAY,
the 2nd day of December, 1907, at 3 o'clock in the afternoon, at his Auction Rooms, in Duddell Street, Victoria, Hongkong, the following
VALUABLE LEASEHOLD PROPERTY
situate at PING CHAU in the New Territories in the Colony of Hongkong, viz.:—
ALL THAT PIECE OR PARCEL OF GROUND situate at Ping Chau aforesaid and known and registered in the Hongkong District Land Office as Lot No. 130 in District Ping Chau (near Lantau) in the New Territories of the Colony of Hongkong together with the buildings thereon and the eight members and appurtenances thereunto belonging. Area 19,600 square feet or thereabouts.
The premises are held under all the terms and conditions of the Crown Lease thereof dated 24th January, 1905, at the Annual Crown Rent of \$2.35, which Crown Lease and a plan of the Lot can be seen and inspected at the District Land Office, Beaconsfield, Victoria aforesaid.
For further particulars and conditions of sale, apply to—
Messrs. JOHNSON, STOKES & MASTER,
Solicitors for the Mortgagee,
or to
Mr. GEORGE P. LAMBERT,
The Auctioneer.
Hongkong, 20th November, 1907. [1011]

PUBLIC AUCTION.
The undersigned have received instructions to sell by
PUBLIC AUCTION,
on
TUESDAY & WEDNESDAY,
the 3rd and 4th December, 1907, at 10 A.M. each day, at H.M. Naval Yard,
SUNDRY OLD AND SURPLUS NAVAL AND VICTUALLING STORES,
Comprising:—
OLD AND SURPLUS NAVAL STORES:—
CHAIN CABLE, WOOD BLOCKS, IRON AND STEEL BELTS, HOSES, COALS, OLD IRON AND METAL, ELECTRIC CABLE, MATHS AND MATTINGS, WOOD BOXES, LEATHER, COAL SACKS, OLD INDIA RUBBER, OLD BOATS, FURNITURE, CARPET, OLD CANVAS CUTTINGS, &c.
OLD AND SURPLUS VICTUALLING STORES:—
BEDDING, SEAMEN'S CLOTHING, MESS TRAP, COOPFRAGE MATERIALS, a large quantity of BISCUITS, &c., &c.
Catalogues will be issued.
TERMS:—As usual.
HUGHES & BOUGH,
Government Auctioneers.
Hongkong, 15th November, 1907. [1000]

PUBLIC AUCTION.
BY ORDER OF THE MORTGAGEE.
MR. GEO. P. LAMBERT has received instructions to sell by
PUBLIC AUCTION,
on
THURSDAY,
the 5th December, 1907, at 12 o'clock (noon), at his Sale Rooms, Duddell Street, The British Steamship
"WING HANG"
(gross Tonnage 443.61) as she now lies off Mong Kok with all her Machinery, Gear and Appurtenances, Coals, Anchors, Cables, &c., &c., &c.
in
ONE LOT.
The Steamer to be at Purchaser's Risk on all of hammer when one third of the purchase money must be paid, the balance of the purchase money to be paid within a week after date of sale.
For further particulars, apply to—
MR. P. LAMBERT,
Auctioneer,
or
Messrs. EWENS and HARTSON,
Solicitors for Vendor.
Hongkong, 27th November, 1907. [1032]

For Sale.

KUHN & KOMOR'S
ART CURIOS STORE
will be RE-OPENED on the 7th inst. at No. 13, QUEEN'S ROAD (under Connaught Hotel),
A CLEARANCE SALE AT GREATLY REDUCED PRICES
will be held to the END OF THIS MONTH.
INSPECTION CORDIALLY INVITED.
Hongkong, 20th October, 1907. [886]

SELF CURE NO FICTION! MARVEL UPON MARVEL! NO SUFFERER NEED NOW DESPAIR.
Without it, making a doctor's bill, or falling into the deep ditch of quackery, you can, speedily and surely, cure yourself without the knowledge of a second party. By the introduction of
THERAPION
a complete revolution has been wrought in the department of medical science, which thousands have been restored to health and happiness who were previously had been merely dragging out a miserable existence.
THERAPION No. 1—A sovereign remedy for all diseases depending on indigestion, the use of which does irreparable harm by laying the foundation of strictures and other serious diseases.
THERAPION No. 2—A sovereign remedy for all diseases depending on the joints, and all those complaints which mercury and arsenic produce, and which are supposed to cure. This preparation purifies the whole system through the blood and thoroughly eliminates all poisonous matter from the body.
THERAPION No. 3—A sovereign remedy for all diseases depending on the nervous system, or on the brain, and all those complaints which are supposed to cure. This preparation purifies the whole system through the blood and thoroughly eliminates all poisonous matter from the body.
THERAPION No. 4—A sovereign remedy for all diseases depending on the blood, and all those complaints which are supposed to cure. This preparation purifies the whole system through the blood and thoroughly eliminates all poisonous matter from the body.
It is a complete revolution in the department of medical science, which thousands have been restored to health and happiness who were previously had been merely dragging out a miserable existence.
Solely by all Chemists

Intimations.

PEAK TRAMWAY COMPANY LIMITED.
TIME TABLE.
WEEK DAYS.
7.00 a.m. to 9.30 a.m. Every 15 minutes.
9.30 a.m. to 11.00 a.m. Every 15 minutes.
11.30 a.m. to 12.45 p.m. Every 15 minutes.
12.45 p.m. to 1.15 p.m. Every 15 minutes.
1.15 p.m. to 1.45 p.m. Every 15 minutes.
1.45 p.m. to 2.15 p.m. Every 15 minutes.
2.15 p.m. to 2.45 p.m. Every 15 minutes.
2.45 p.m. to 3.00 p.m. Every 15 minutes.
3.00 p.m. to 3.30 p.m. Every 15 minutes.
3.30 p.m. to 4.00 p.m. Every 15 minutes.
4.00 p.m. to 4.30 p.m. Every 15 minutes.
4.30 p.m. to 5.00 p.m. Every 15 minutes.
5.00 p.m. to 5.30 p.m. Every 15 minutes.
5.30 p.m. to 6.00 p.m. Every 15 minutes.
6.00 p.m. to 6.30 p.m. Every 15 minutes.
6.30 p.m. to 7.00 p.m. Every 15 minutes.
7.00 p.m. to 7.30 p.m. Every 15 minutes.
7.30 p.m. to 8.00 p.m. Every 15 minutes.
8.00 p.m. to 8.30 p.m. Every 15 minutes.
8.30 p.m. to 9.00 p.m. Every 15 minutes.
9.00 p.m. to 9.30 p.m. Every 15 minutes.
9.30 a.m. to 10.30 a.m. Every 15 minutes.
10.30 a.m. to 11.00 a.m. Every 15 minutes.
11.00 a.m. to 12.00 noon. Every 15 minutes.
12.00 noon to 1.00 p.m. Every 15 minutes.
1.00 p.m. to 2.00 p.m. Every 15 minutes.
2.00 p.m. to 3.00 p.m. Every 15 minutes.
3.00 p.m. to 4.00 p.m. Every 15 minutes.
4.00 p.m. to 5.00 p.m. Every 15 minutes.
5.00 p.m. to 6.00 p.m. Every 15 minutes.
6.00 p.m. to 7.00 p.m. Every 15 minutes.
7.00 p.m. to 8.00 p.m. Every 15 minutes.
8.00 p.m. to 9.00 p.m. Every 15 minutes.
9.00 p.m. to 9.30 p.m. Every 15 minutes.
9.30 a.m. to 10.30 a.m. Every 15 minutes.
10.30 a.m. to 11.00 a.m. Every 15 minutes.
11.00 a.m. to 12.00 noon. Every 15 minutes.
12.00 noon to 1.00 p.m. Every 15 minutes.
1.00 p.m. to 2.00 p.m. Every 15 minutes.
2.00 p.m. to 3.00 p.m. Every 15 minutes.
3.00 p.m. to 4.00 p.m. Every 15 minutes.
4.00 p.m. to 5.00 p.m. Every 15 minutes.
5.00 p.m. to 6.00 p.m. Every 15 minutes.
6.00 p.m. to 7.00 p.m. Every 15 minutes.
7.00 p.m. to 8.00 p.m. Every 15 minutes.
8.00 p.m. to 9.00 p.m. Every 15 minutes.
9.00 p.m. to 9.30 p.m. Every 15 minutes.
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Intimation.
A. S. WATSON & CO.,
LIMITED.

THE GREAT
POPULARITY
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Watson's
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VERY OLD LIQUEUR

SCOTCH
WHISKY
HAS BEEN ATTAINED BY ITS
CONSISTENT EXCELLENCE
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QUALITY.
IT IS A
PURE MALT WHISKY

GENUINE AGE
AND
FINE MELLOW
FLAVOUR.

Per Case - - - \$15.00

A. S. WATSON & CO.,
LIMITED.
WINE AND SPIRIT MERCHANTS.

ESTABLISHED A.D. 1841.

ALEXANDRA BUILDINGS.

Hongkong, 30th November, 1907.

DEATH.
On November 25, 1907, at Shanghai,
THOMAS JOSE D'AGUIRO, aged 65 years.

The Hongkong Telegraph

HONGKONG, SATURDAY, NOVEMBER 30, 1907.

THE DANGERS OF OIL TRANSPORT.

The experts commissioned by the Board of Trade to inquire into the loss of the tank steamer *Siberia*, and some of her crew in the Bay of Biscay—Captain Thomson and Sir Boverton Redwood—have just made their report, which is of very great interest to all connected with the marine transport of petroleum. The experts state that there was a slow leakage of vapour in a very indifferently ventilated space below the bridge deck, and that the principal source of vapour between decks was a slow but continuous leakage round the sealed joints of the cargo hatches. Concerning the probable manner in which the vapour became ignited, they consider it highly improbable that this was caused by a spark formed by the scraping of the steel bulkhead, it being extremely difficult to ignite petroleum vapour by a spark from iron or steel, but they are regrettably forced to look for the cause in some reckless and prohibited act committed by one or other of the firemen. "If the theory we have put forward is correct," they say, "the primary blame for the disaster rests with the fireman who, in gross disobedience of orders, lighted a match. We learn from the *Pall Mall Gazette* that Captain Thomson and Sir Boverton Redwood recommend that the clause in the articles dealing with smoking should be amplified so as to extend to the non-carrying of matches in any part of the ship, and to the crew agreeing to allow themselves to be searched for matches at any time by any officer of the ship. Systematic searching at known times would be impossible on board ship, and they think that the power of carrying out unexpected searching would be more effective as a deterrent. It is fair to the Shell Transport to say that their record in conveying petroleum spirit is very satisfactory. The experts express the greatest admiration of the bravery and presence of mind of Captain Hocken, the master of the *Siberia*. It is probable, they say, that if he had not ventured to run through the flames to the poop the loss of life might have been much greater.

PRESIDENT Roosevelt has warned all holders of office in the actual Administration not to attend the nomination Convention in June. The Opposition on the other hand contends that all Federal officials have been instructed to vote pro-Roosevelt.

LOCAL AND GENERAL.

In the football match between Yale and Harvard Universities, Yale beat Harvard by 17 points to nil.

The Ministry of Finance has sent Tls. 600,000 to the Viceroy of the Min-ché provinces for the reorganization of the Foochow Dockyard.

TENDERS will be received at the Colonial Secretary's Office until noon of Tuesday, the 17th December, for joinery, general fittings and completing the New Law Courts.

MR. YEUNG SEUNG PO will speak at the meeting in Chinese at three o'clock next Sunday afternoon at the Chinese Y.M.C.A. Mr. C. C. Rutledge will address the meeting in English at 4.30.

Sir Matthew Nathan, K.C.M.G., C.B., having resigned the appointment, His Excellency, Sir Frederick Lugard, K.C.M.G., C.B., D.S.O., has been pleased to accept the position of honorary Colonel of the Hongkong Volunteer Corps.

An Imperial Rescript has been issued through the Council ordering the Ministry of Finance to subscribe funds for the construction of the Kwangsi Railway, in response to a memorial from H.E. Chang Ming-chi, Governor of Kwangsi province.

A TELEGRAM from Mukden states that, in consequence of the visit of the Taitai of New-chang to Mukden, it has been decided by the Viceroyalty of Manchuria and the Peking Government that each should disburse Tls. 100,000 for the relief of the crisis at New-chang. Viceroy Li Shih-chang left Mukden yesterday afternoon on a tour of inspection through the provinces of Kirin and Heilungkiang.

A PITTSBURGH dispatch, dated the 25th ultimo, reads:—"Word reached the Carnegie mills this afternoon that the sales department at New York had closed a contract with Imperial Railway of Japan for 15,000 tons of standard steel rails, to be delivered as soon as possible. Work will be begun on the order to-morrow morning at the Edgar Thomson plant here. The rails are to be of seventy-two to ninety pounds in weight and delivered at Yokohama. The price is \$17 a ton. The steel company expects to get another order for 20,000 tons from the Japanese, but much depends on the speedy delivery of the order now in hand."

It will be remembered that the late Mr. C. L. Anderson, of Messrs. Jardine, Matheson & Co., Yokohama, was supposed to have committed suicide by jumping in the sea from the N.Y.K. steamer *Ri-jun-maru* on the way from Yokohama to Kobe, leaving the northern port on September 10th this year. Under date of November 18th, Mr. Anderson, elder brother of the deceased, says the *Japan Advertiser* is reported to have addressed a note to the Yokohama Police, stating that a reward of ¥1000 will be given to anyone giving information as to the whereabouts of the deceased (supposing that he is still alive), and a reward of ¥100 is offered for the recovery of his remains.

A HONOLULU dispatch of October 19 says:—"Two men well known in the sugar industry in Hawaii, James Scott and Fred Truescott, are in Formosa in charge of sugar mill construction there, and a third, Carl K. Hedemann, has just returned. The three mills, which are under construction, including the mill building, are all of American construction and design, portions being made by the Honolulu Iron Works here and portions by other American designers and manufacturers. Carl K. Hedemann has just returned from there, and gives some interesting views of the industry and its outlook. The industry, he says, is being fostered by the Japanese Government, with the idea of developing it to the extent of entirely supplying the Japanese market with sugar. There are now three mills, as has been stated, in process of construction. One of them is at a place called Kyo-shio, and is a nine-roller mill, with a capacity of about 200 tons a day. The second is at Itozan, and is a little larger than that at Kyo-shio. The third is at Inaiko, and is equal to the largest mill in the world, having two sets of twelve rollers. Up to the present the sugar of Formosa has been ground wholly by buffalo mills of the most primitive kind."

FOLLOWING on a great contribution to the history of the Victorian era, Mr. Murray announces a work which should throw a flood of light upon the tinier and troubles of George the Third. The work in question is the "Life and Correspondence of George, first Earl of Macartney," who was first British Ambassador to China, Governor of Grenada, Envoy-Extraordinary at St. Petersburg, Chief Secretary for Ireland, Governor of Madras, Ambassador-Extraordinary to Peking, Governor to the Cape of Good Hope, etc. An intimate friend of Edmund Burke, Charles James Fox, and the Holland family, Macartney began his diplomatic career as Envoy-Extraordinary to the Court of Russia, where he successfully negotiated an advantageous treaty of commerce between that country and Great Britain. Shortly after his return home he married Lady Jane Stuart, daughter of John, 1st Earl of Bute, and proceeded to Ireland as Chief Secretary under Lord Townshend. His next appointment was in the West Indies, and while there he made a gallant though unsuccessful attempt to defend Grenada when that island was captured by the French in 1779. Lord Macartney was Governor of Madras from 1781 to 1785, and was subsequently offered the Governor-Generalship of Bengal, which he declined. Possibly the most interesting event of his life was the Embassy to China 1793-1794, next his secret mission to Louis XVIII, then resident at Verona, and finally his period as first English Governor at the Cape. He died in London in 1805, and was buried at Chiswick. The forthcoming account of his life is taken from family papers and unpublished correspondence.

ST. ANDREW'S BALL.

BRILLIANT FUNCTION.

WAS EVERYBODY AT THE DANCE?

Not a nook or corner of the wide range of the City Hall Buildings was unoccupied, last night while the St. Andrew's Ball was in progress. The ball rooms were crowded, the passages were blocked up at irregular intervals, the reception and refreshment rooms were each of them thronged, while the bar, better known as "Auchermuchy" and said room were never for a moment unoccupied. It was no idle prediction that we made yesterday when we prophesied that the Scotch Ball this year would prove an unbounded success, for the management being admirable the result could scarcely be other-wise. The throng, numbering something like 1,500, was so dense in particular rooms, at times that to look for a friend was like looking for a needle in a hay stack. At midday, acquaintances were just beginning to discover each other's presence, but at two o'clock in the morning—eleven friends—were being sworn in the name of the claymore.

The blaze of light surrounding the national flag which had been erected outside the City Hall effectively illuminated the entrance to the building, and judging from the concourse of booties in charge of chairs and rickshaws, it seemed as if every passenger conveyance in the city had assembled to gaze on the unworldly spectacle. From nine o'clock, and before, onwards the arrivals came in rapid succession. His Excellency the Governor and Lady Lugard were among the first to be received by the president of St. Andrew's Society, Mr. Robert Shewan, and when the opening set of lancers was arranged the scene in the two big dancing rooms, St. Andrew's and St. George's Halls, was magnificent. His Excellency was in plain evening dress, wearing his medals in miniature. As for the ladies' dresses that is a matter on which we will follow the example of the Scotch minister who suddenly came across a verse in the Bible that puzzled him, said: "That is a subject which we will look boldly in the face and pass on."

Very few, perhaps not more than half a dozen of the hundred present, wore the Highland costume, with the result that those who did had the undivided admiration of the assembly. It was astonishing to observe the extraordinary number of uniforms in evidence. Every second man appeared to be a naval or military officer, but that illusion may be attributed to the distinctive dress which distorted one's perspective.

Shortly after eleven o'clock those who did not wish to be among the first lot to sample the Haggis or hear the speeches took up their position at the foot of the staircase awaiting the lead of the president of the Ball. At one time the staircase was so crowded by eager couples that it was almost impossible to get either up or down. About midnight Piper McEwan struck up a shrill melody and Mr. Shewan with Lady Lugard on his arm, followed by Sir Frederick Lugard and Mrs. Shewan and several of the leading officials of the Colony and their ladies, left the ballroom, and headed by the piper, proceeded to the theatre, where supper was served.

The menu has already been published and it only remains to say that the caterers, the King Edward Hotel, fulfilled their duties admirably. The service was prompt and intelligent, the wine was of a good vintage and plentiful, and the way was paved for the appearance of the "chaffin' of the puddin' race." Again the piper skill'd, and in procession followed the piper followed by the Haggis and a jorum of whisky in a silver tassel, carried by two members, marched round the supper room, climbed up the steps to the platform and gave an extra special screech when the lordly Haggis was deposited before the chairman. Then the quick was produced. The president took it and dipped into the whisky bowl, supped the contents at a gulp, and kissed the bottom of the quich. All the gentlemen on the platform did likewise, amid the plaudits of those in the auditorium. Some of the platform people performed the duty with a swagger, some with a rapidity which was almost bewildering. And, of course, among the audience people were saying, "What's the Haggis made of?" and "What's a quich?" the good old-fashioned queries.

THE TELEGRAMS.

Coming before the footlights, Mr. Shewan read out the telegram which had been received by him in answer to the telegram which was sent by the St. Andrew's Society yesterday. The replies were in the following terms:—

From Penang:—"Greetings to brother Scots."

From Saigon:—"Brother Scots send greetings."

From Shanghai:—"Chief Young."

From Fochow:—"Fochow brothers heartily reciprocate Shewan, President St. Andrew's, greetings."

From Manila:—"As well as can be expected. Thank ye for spirit. We bouye'd, bae a braw night the night."

From Tientsin:—"Tientsin Scots greet brother Scots."

From Yokohama:—"Brother Scots send greetings."

From Swatow:—"Brawly, thank ye for spirit. Greetings from Swatow, brother Scots."

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From Swatow:—"Brawly, thank ye for spirit. Greetings from Swatow, brother Scots."

"KING OF SCOTLAND."

The President, still standing and half facing the company and those on the platform, said:—"Your Excellency, ladies and gentlemen—I beg to propose a toast—"The King of Scotland" (loud cheers)."

The toast was pledged with enthusiasm.

ST. ANDREW.

The President, to the auditorium and speaking slowly, although many of his remarks were inaudible at the nearest tables, said the next toast was that of "The Immortal Memory of our Patron Saint, St. Andrew." He said that they, brother Scots, belonged to a small country but they had gone far and done great things for this world. If they went to New York, they were approaching the harbour, the first thing they saw was that magnificent Statue of Liberty enlightening the world with her torch. But our American friends, he added, should remember that it was Scotland, long before America was born, that refused to submit to "oppression" laws and pains, and who through men like Robert the Bruce and William Wallace prevented their sons from being "in servile chains."

Proceeding to refer to some of the great men of Scotland, Mr. Shewan reminded his audience that it was Scotland which had given us the greatest lyric poet and the greatest song writer in the world—Robert Burns—(hear, hear). Robert Burns taught us to look forward to that day when "man to man the world o'er shall brethren be, an' a' that." The Scotch had given to the world the Wizard of the North, the great Sir Walter Scott. Scotland had given great statesmen, warriors and churchmen, one whose name would never fade—John Knox. Within modern times the two greatest names in the scientific world to-day were those of their great countrymen—Sir William Ramsay and Lord Kelvin. Scotsmen had reason to be proud of their country, and they were proud of it—(loud cheers). And they all looked forward longingly to the time when they would return to "our own, our native land" again, and to hear the tumbling burns and singing streams and to see the bonnie country and the still bonnier lassies—(enthusiastic cheers). They all looked forward to that time, but there were others who would see "Lochaber no more." Mr. Shewan then recited a verse of "The Emigrant's Farewell" and concluded with a short peroration which was addressed to those on the platform and was, therefore, inaudible to the general body of those present.

The toast was pledged in silence.

After the usual ceremonies, the gathering rose and proceeded in procession to the ball-room once more.

Mr. Shewan's speech was eloquent and even dramatic and it is impossible to convey its fine effect. Here and there he was scarcely heard, but the sense could be understood.

The Ball went on till the wee sma' hours (if not till later). The St. Andrew's Ball of 1907 was a thorough success from every point of view.

H.I.J.'S "YODO."

SUCCESSFUL LAUNCH AT KAWASAKI DOCKYARD.

November 19th, 1907, will rank as a red-letter day in the annals of the Kawasaki Dockyard Company, for that flourishing company had the distinction of sending out the first vessel of over 1,000 tons yet constructed in a private yard in Japan to the order of the Imperial Navy. The dispatch boat named, the *Yodo* having been built there and successfully launched yesterday afternoon. Despite the drizzling rain and the fact that it was the coldest day experienced this autumn, some 3,000 invited guests were present, including many ladies. At 3.30 a display of daylight fireworks announced that everything was in readiness for the historic event, and twenty minutes later Admiral Count Yamamoto, ex-Minister for the Navy, Admiral Baron Saito, Minister for the Navy, Admiral Baron Katoka, Director of the Ordnance Bureau, Pay-Master-General Murakami, Director of General Supply and Account Bureau in the Naval Department, Admiral Baron Dewa, Director of Bureau of Education in the Navy Department and Mr. Matsukata, President of the Kawasaki Dockyard Company, and others, ascended the platform, and the Minister for the Navy named the new vessel, Mr. Matsukata cutting the cord, and punctually at 4 o'clock the vessel glided gracefully into the water amidst the hearty cheers of those assembled.

After the launch, the guests were hospitably entertained in one of the shops of the yard, which was transformed by means of flags and bunting into a handsome reception-room. At the call of Mr. Matsukata three "Banais" were heartily given for His Majesty the Emperor, and then cheers were given for the Imperial Navy. In the course of a brief address the Minister for the Navy congratulated Mr. Matsukata and all concerned on the growth of the Dockyard, and referred to the valuable services it had rendered to the State. He called for "Banais" for the Kawasaki Dockyard, and the cheers were heartily given.

The *Yodo* is a steel vessel of 1,250 tons displacement, 280 feet in length, 32 feet in breadth and 17 feet deep, with a draft of 6 feet, and a speed of 23 knots. She will be mounted with eight guns of 18-inch calibre and under. She is a sister ship of the *Tone*, recently launched at Sasebo, and the *Mogami*, which is to be launched early next year at the Mitsui Bishi Yard at Nagasaki.

Admiral Count Yamamoto, Admiral Saito, Minister for the Navy, and other officers from Tokyo were to leave Kobe last night to attend the launching of the first-class cruiser *Shikishima*, which is to take place to-day at Japan.

A TELEGRAM from Peking announces that the Trade-marks Regulations which have been drawn up by the Ministry of Agriculture, Works and Commerce, will be put into force soon.

MONS. G. DE CHAMPEAUX.

PRESENTATION AT THE M. M. CO.'S OFFICE TO-DAY.

RETIREMENT OF POPULAR SHIPPING AGENT.

After thirty years in the Colony as agent for the Messageries Maritimes Co., owners of the French mail line of steamers, Mons. G. de Champeaux is about to retire for France. During the long years of his residence in Hongkong Mons. de Champeaux has made a host of friends in the business circles of the Colony as well as in private life. "It will be difficult to mention a single important movement in Hongkong, without this old and respected resident has not been identified. A member of almost every social club of standing in Hongkong, Mons. de Champeaux was as well, if not better known, to the British and foreign communities of Hongkong, as he was to his own fellow-countrymen. Regret will, therefore, be felt at the announcement of his approaching departure from the Colony. Mons. de Champeaux's connection with the port dates far back into the 70's when he was then chief clerk to the Hongkong office of the M. M. Co. Later his conspicuous ability was recognized by the head office and he was rewarded with promotion as agent to the Company in February, 1879. Since that time he has continuously controlled the destinies of the Messageries Maritimes at this most important port, with only occasional short absences, on leave, to France.

Previous to his departure and in testimony of the esteem in which their chief was held by the members of the staff of the office, a presentation was made at the Company's office at one o'clock this afternoon. Mr. A. Le Breton, chief clerk, acted as spokesman on behalf of his office colleagues. He requested Mons. de Champeaux's acceptance of a souvenir on the eve of his departure, on retirement, as a token of the esteem and respect in which M. Champeaux had been individually and collectively held by the European and Chinese staff who had worked under him.

In reply, Mr. de Champeaux, thanked Mr. Le Breton and his office friends for their testimony of appreciation and accepted the presentation which, he said, he would prize in memory of his office assistants and, in particular, of his old and esteemed friend, Mr. Corneil Corveit. In saying these last words he advanced to Mr. Corveit and laid his hand on his old associate's shoulder. Mr. Corveit had been in the M. M. Co.'s service before his chief was appointed local agent.

The souvenir took the form of a silver flower basin on an ebony stand. The inscription accompanying it was as follows:—

Mons. G. de Champeaux

The Staff of the

Messageries Maritimes Co.

Hongkong, 30th November, 1907.

(Signed) A. Le Breton, S. C. de Bussiere, Corneil Corveit, F. X. Souza, L. A. Leite, the Chinese Compradors and native Staff.

Mons. Jean Millet succeeds Mons. de Champeaux as agent in Hongkong.

SECRET OF MAKING JOSS-STICKS DISCOVERED.

The composition and manufacture of the well-known "joss-sticks," used in Oriental worship, which have long remained mysteries, have recently been revealed by the investigations of two travellers long resident in the Orient. Their results, which are given in detail in the *Bulletin des Sciences Pharmaceutiques*, are thus summarised in the *Revue Scientifique*. We read:—

"In all countries where Buddhist worship is celebrated there is a great consumption of joss-sticks. These ceremonial candles, whose use corresponds very nearly to that of the wax candle used in the ceremonies of the Catholic Church, are lighted on similar occasions—ceremonies of festivity or mourning prayer or thanksgiving to divinities, etc. Joss-sticks are at once candles and incense, since like the latter, they burn without apparent flame. Their preparation is shrouded in some mystery, and the process is still practically unknown, those who carry it on being chosen from a special class and kept in rigorous seclusion. Messrs. L. Decker and P. Huier, in a long sojourn in Indo-China and China, have succeeded in discovering the essential points of their fabrication.

"A squared strip of bamboo, of varying length and thickness, according to the size of joss-stick that is to be made, is skillfully rolled on an inclined surface, in a mixture of additional powders agglutinated by resin, made viscous by slight elevation of temperature. One of the ends is left as it is, to serve as a handle. In some cases the bamboo is replaced with a flexible rod which enables the joss-stick to be rolled in spiral form.

"The composition of the odoriferous powders varies with the country; those used in Indo-China, and include fourteen different drugs, among which may be named camphor, sandalwood, acacia, and clove.

"Acacia, whose presence is somewhat surprising, really plays the part of a preservative and protects the joss-sticks well against the attacks of rats, mice, and other pests. As for the camphor, it is of use from more than one point of view; its odour is agreeable and its combustion easy; it enables the joss-stick to burn without going out, and appears to replace the saltpetre used in the so-called American papers."

ACCORDING to a Tokio despatch of Nov. 25, the captain and engineer of the torpedo-boat destroyer *Amatsubo*, two engineers and one blacksmith of the torpedo-boat destroyer *Amatsubo*, and one blacksmith of the torpedo-boat destroyer *Amatsubo* have been sentenced to death.

THE CHINESE FESTIVALS.

OFFICIAL PROGRAMME.

ROUTE OF PROCESSION.

We have been favoured by Mr. Ho Kom Tong, the energetic promoter and leading spirit of the forthcoming Chinese festival, with a copy of the official programme. The first day of the festival has been fixed for Thursday, the 5th prox. There will be processions day and night, commencing at 11 a.m., and 7 p.m. respectively. The route of procession on the first day will be as follows:—Starting about 11 a.m. from No. 3 Police Station (back) Wanchai Road to Queen's Road, east straight on to the corner of Parade Ground, going up Garden Road to Lower Albert Road, Government Offices, turn up to Upper Albert Road, Government House, straight on to Caine Road going up Castle Road passing Seymour Road, turn back to Caine Road down to Po-ling Road, pass the Tean Hing Theatre to Po-ling Road, street round to Hollywood Road straight to Man Mo Temple, on to Old Bailey Street down to Lyndhurst Terrace to Wellington Street straight on to No. 5 Police Station (Fire Brigade) turn in to Jervois Street going up to Queen's Road, Central down to Bonham Strand, West to Bonham Strand East up to Queen's Road about the Hongkong and Shanghai Bank's premises to dismiss.

SECOND DAY AND NIGHT (DEC. 6).

Starting about 11 a.m. from No. 3 Police Station, Wanchai Road to Queen's Road, East straight on to the Clock Tower, down Pedder Street to Des Voeux Road straight on to Harbour Master's Old Offices turn in to Bonham Strand West turn back to Des Voeux Road straight on to Shek Tong Tsui (Koss) Hotel, turn in to No. 7 Police Station turn up to First Street straight on to Sai Ying Poon Market turn down Central Street on to Queen's Road, West to Eastern Street (stop, in all rongs and drums which passing near the Government Civil Hospital, until Ko Shing Theatre), straight on to No. 5 Police Station (Fire Brigade) turn in to Wellington Street straight up to Aberdeen Street passing Gage Street down to Graham Street turn up to Cochrane Street in Lyndhurst Terrace on to Wellington Street East turn down D'Aguiar Street to about the Clock Tower to dismiss.

THIRD DAY AND NIGHT.

Starting about 11 a.m. from No. 3 Police Station (back) Wanchai Road to Queen's Road East straight on to the Clock Tower turn up to Wyndham Street and then to Hollywood Road up to Shelley Street pass Staunton Street down to Elgin Street to Hollywood Road passing Man Mo Temple straight on to Possession Street down to Queen's Road West passing Wo King Street West turn down to Des Voeux Road turn in to Bonham Strand West up to Queen's Road straight on to No. 5 Police Station (Fire Brigade) turn in to Jervois Street turn down Morrison Street going in to Bonham Strand East straight on to Cross Street turn in to Wing Lok Street East again passing Morrison Street out to Des Voeux Road turn up to Jubilee Street to Queen Victoria Street to Des Voeux Road again come up from Pottinger Street to Queen's Road Central (when passing The Supreme Court stopping all rongs and drums) straight to about the Hongkong and Shanghai Bank's premises to dismiss.

CORRESPONDENCE.

(We do not necessarily endorse the opinions expressed by Correspondents in this column.)

CANTON LEOPERS.

TO THE EDITOR OF THE "HONGKONG TELEGRAPH."—DEAR SIR,—"I have returned to Canton after a fortnight in the United States and have resumed charge of the work among the lepers. I am deeply grateful to all the friends who have assisted Rev. Mr. McNeur in carrying on the work in my absence. Mr. McNeur reports that with the contributions received he was able last winter to distribute rice to 650 lepers for three months. He also states "I have also received some splendid bundles of clothing through Rev. C. H. Hickling of Hongkong, and in addition have bought 80 padded garments."

Conditions in the I-p'er village continue about the same as in the past. There is much suffering. Food and clothing are much needed. I trust that the response to this appeal will be as hearty and as generous as in past years. No class of sufferers needs help and sympathy more than the I-p'er. They are outcasts from home and friend, half-starved and with hardly enough clothes to cover their nakedness, and are unwelcome beggars wherever they appear. Let us help them if we can.

Contributions may be sent to the *Hongkong Telegraph* or to the undersigned. Yours etc., ANDREW BEATTIE.

Canton, 28th November, 1907.

A SHAOHSIN wire of Nov. 25 to the N. C. D. News says:—"It is rumoured that there is trouble at Hsinghsien and troops have been dispatched; but probably it is only a local affair, and hopes are entertained of a speedy settlement. At some quiet hour, but the native newspapers are endeavouring to influence the people to petition Sir John Jordan, British Minister at Peking, on the subject of the Cheiang railway loan."

SHIPPING AND MAIL.

German (*Prinzess Alice*) 3rd prox.

Indian (*Kumang*) 4th prox.

German (*Yokohama*) 4th prox.

The P. M. S. S. Co.'s s.s. *Korea* arrived at San Francisco on 28th inst.

The Imperial German Mail s.s. *Canton* left Kobe to-day, a.m., and may be expected here on 9th prox.

The Imperial German Mail s.s. *Yokohama* left Kobe to-day, a.m., and may be expected here on 9th prox.

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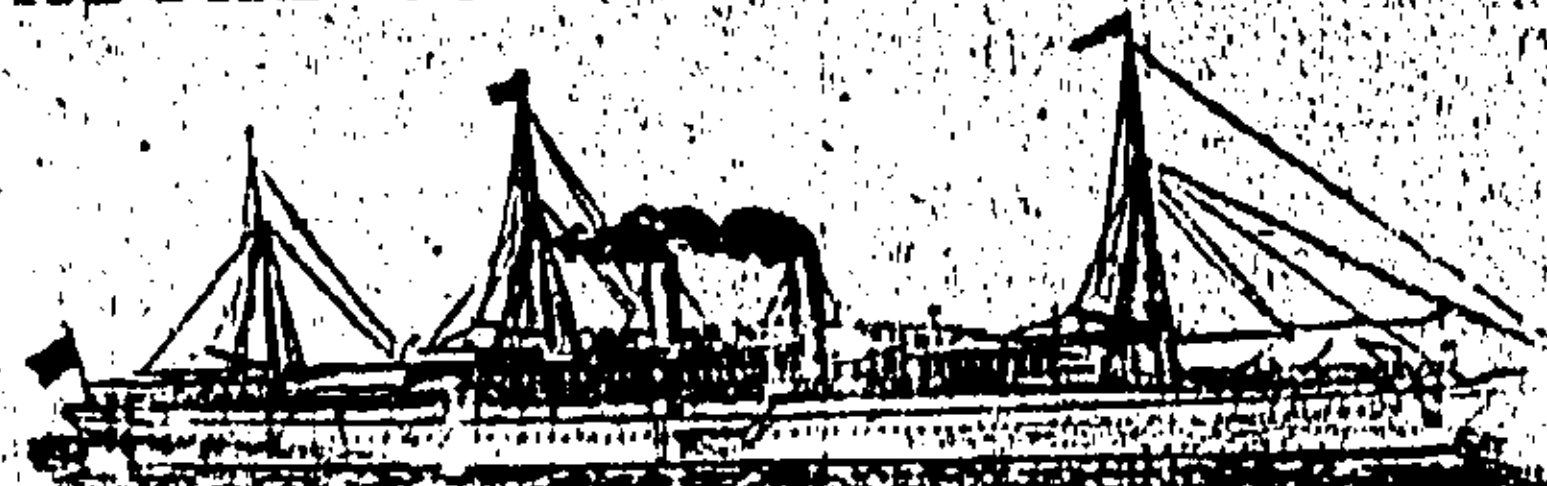
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Shipping—Steamers.

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SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

For further information, Maps, Routes, Hand Books, Rates of Freight and Passage, apply to

Hongkong, 24th October, 1907.

D. W. CRADDOCK, General Traffic Agent for China, Corner Padder Street and Praya.

INDO-CHINA STEAM NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.)

FOR	Steamship	On
SHANGHAI, YOKOHAMA, KOBE	"KUTSANG"	MONDAY, 2nd Dec., 4 P.M.
SHANGHAI	"KWONGSANG"	WEDNESDAY, 4th Dec., 4 P.M.
MANILA	"LOONGSANG"	FRIDAY, 6th Dec., 4 P.M.
SINGAPORE, PENANG & CALCUTTA	"YAMSANG"	SATURDAY, 7th Dec., 3 P.M.
SINGAPORE, SAMARANG and	"ONSANG"	SATURDAY, 7th Dec., 3 P.M.
SOURABAYA	"YUENSANG"	FRIDAY, 13th Dec., 4 P.M.

REDUCED FARES TO STRAITS & CALCUTTA.

Hongkong to Singapore 1st Class	Single	Return
Penang	85	150
Calcutta	165	250

* These Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Cheloo, Tientsin, Newchwang and Yangtze Ports.

For Freight or Passage, apply to

JARDINE, MATHESON & CO., LD., General Managers.

Hongkong, 30th November, 1907.

CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS.	TO SAIL
NINGPO	"HUNA"	1st Dec., daylight.
SHANGHAI	"KWEIYANG"	1st "
HOIHOW & PAKHOI	"SI YUAN"	1st "
AMOI, MANILA, ILOILO & CEBU	"SUNGKIANG"	2nd "
MANILA	"TEAN"	3rd " 4 P.M.
MANILA, ZAMBOANGA & COLONIES	"CHANGSHA"	4th "
SWATOW & SHANGHAI	"SHAOHSING"	5th "
SWATOW & SHANGHAI	"HOIHOW"	6th "
SWATOW & SHANGHAI	"KASHING"	7th "
SWATOW & SHANGHAI	"YOHOW"	10th "
SWATOW & SHANGHAI	"KIUKIANG"	14th "

The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled table. A daily qualified Surgeon is carried.

Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE, AGENTS.

Hongkong, 30th November, 1907.



HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila.—Saloon—amidships—Electric Light—Perfect Cuisine—Surgeon and Stewardess carried.—All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons	Captain.	For	Sailing Date.
KOBI	2540	Almond	MANILA	SATURDAY, 7th Dec. 1907.
ZAFIRO	2540	R. Rodger	"	SATURDAY, 14th Dec. 1907.

For Freight or Passage, apply to

SHEWAN TOMES & CO., GENERAL MANAGERS.

Hongkong, 30th November, 1907.



HONGKONG—NEW YORK.

AMERICAN ASIATIC
STEAMSHIP CO.

FOR NEW YORK via PORTS AND SUEZ CANAL.

(With Liberty to Call at the Malabar Coast).

Steamship To sail

"ATHOLL" On or about the 30th November

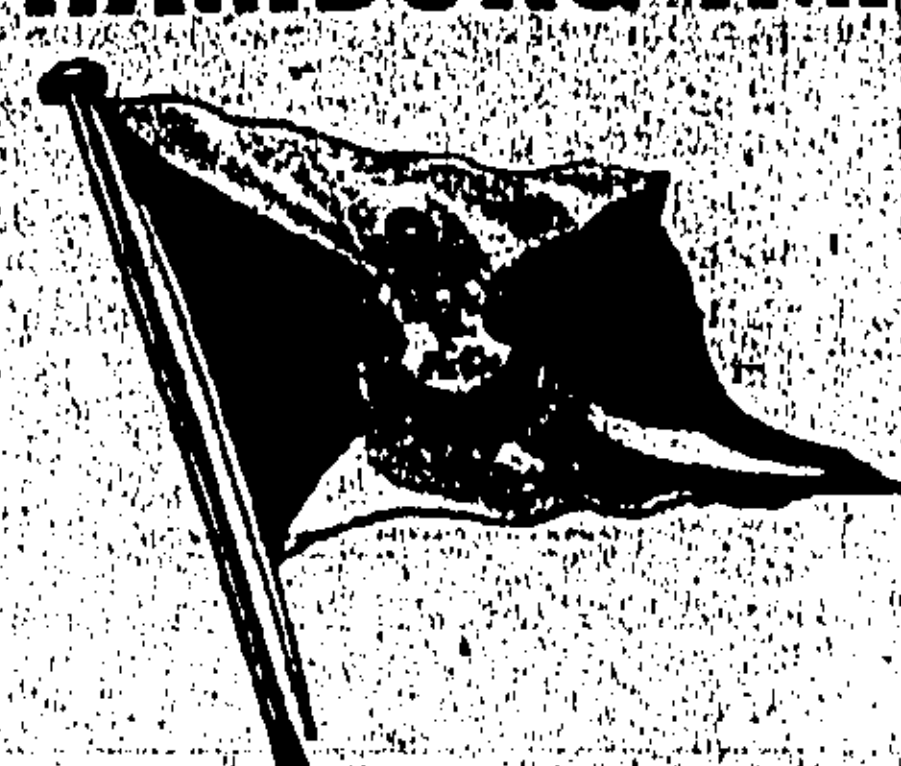
For Freight and further information, apply to

SHEWAN, TOMES & CO., General Agents.

Hongkong, 30th November, 1907.

Shipping—Steamers.

HAMBURG-AMERIKA LINE.



187 Ocean Steamer

with

916,000

Br. Reg. Tons.

PASSENGER SERVICE.

RHENANIA—HABSBURG—HOHENSTAUFEN—SILESIA—SCANDIA.

HIGHEST COMFORT, ONLY

LOWER BERTHS.

Laundry on board, Doctor, Stewardesses carried.

Ports of call: NAPLES, PLYMOUTH, HAVRE, HAMBURG.

NEXT SAILINGS FROM HONGKONG.

Outward.

SCANDIA 3rd Dec.

HABSBURG 21st Dec.

RHENANIA 21st Jan., 1908

HOHENSTAUFEN 22nd Feb., 1908

Hongkong, 28th November, 1907.

Homeward.

SILESIA 11th Dec.

SCANDIA 8th Jan., 1908

HABSBURG 29th Jan., 1908

RHENANIA 26th Feb., 1908

HOHENSTAUFEN 25th March, 1908

Hongkong, 28th November, 1907.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOI AND FOCHOW.

THE Company's Steamship

"HAICHING,"

Captain Hodgins, will be despatched for the above Ports, on TUESDAY, the 3rd proximo, at 11 o'clock A.M.

For Freight or Passage, apply to

DOUGLAS LAFRAIK & Co., General Managers.

Hongkong, 29th November, 1907.

NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP COMPANY.

Connecting at Tacoma with

NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR

VICTORIA, B.C., AND TACOMA,

VIA

MOJI, KOBE AND YOKOHAMA.

Steamer Tons Captain Sailing

Tremont 9,600 T.W. Garlick 10th Dec. 1907

Suvarict 6,332 Shotton 4th Jan. 1908

Kumert 6,332 Cowley 28th Jan. 1908

Shawmut 9,600 E.V. Roberts 1st Feb.

NEAR FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND CUISINE, ELECTRIC LIGHT, DOCTOR AND STEWARDESSES.

* The twin-screw s.s. Shawmut and Tremont are fitted with very superior accommodation for first and second class passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room. Barber's shop and steam-laundry. Cargo carried in cold storage.

† Cargo only.

PARCEL EXPRESS—TO THE UNITED STATES AND CANADA.

For further information, apply to

DODWELL & CO., LIMITED, General Agents.

Queen's Buildings, Hongkong, 16th November, 1907.

TOYO KISEN KAISHA.

SOUTH AMERICAN LINE.

REGULAR STEAMSHIP SERVICE BETWEEN

HONGKONG, CALLAO AND

LIQUIQUE via JAPAN PORTS (KARATSU, KOBE AND YOKOHAMA).

With option to call at MEXICAN and other Coast ports.

Steamers Tons To sail

KATHERINE PARK 5,000 About Middle of Dec.

KARATO MARU 5,100 Sometime in March, 1908.

Taking Freight and Passengers to other eastern and Western Coast ports of South America in connection with Steamers of the Pacific S.N. Co.

For further information as to Freight and Passage, apply to

K. MATSUDA, Manager, Yokohama.

Hongkong, 15th November, 1907.

STEAM TO CANTON.

THE New Twin Screw Steel Steamers

"KWONG TUNG".....Capt. H. W. WALKER.

"KWONG SAI".....Capt. E. S. CROWE.

Leave Hongkong for Canton at 9 every evening, (Sundays excepted).

Leave Canton for Hongkong at 5.30 every evening, (Sundays excepted).

These Fine New Steamers have unexcelled Accommodation for First Class Passengers and are lit throughout by Electricity. Electric Fans in First Class Cabins.

Passage Fare—Single Journey.....\$4.

Meals.....\$1.00 each.

The Company's Wharf is situated in front of the New Western Market, opposite the old Harbour Office.

YUEN ON S.S. CO., LTD.

SHUN ON S.S. CO., LTD.

General Agents

Hongkong, 30th November, 1907.

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship

"CATHERINE APCAR,"

Capt. W. D. A. Thomas, will be despatched for the above Ports on TUESDAY, the 3rd proximo, at 3 P.M.

For Freight or Passage, apply to

DAVID SASSOON & Co., LIMITED, Agents.

Hongkong, 27th November, 1907.

For Sale.

Sole Agents for

HUMBER CYCLES.

TYPEWRITERS

FOR

HIRE, REPAIR & SALE.

TO CLEAR AT VERY MODERATE

PRICE.

REMINGTON.

HAMMOND.

BARLOCK.

NEW CENTURY & SUN TYPEWRITERS.

MOTOR LAUNCHES

and BOATS

FOR HIRE AT BLAKE PIER,

DAY AND NIGHT PER HOUR.....\$2

New Bicycles

for Hire.

NEW CYCLES FROM \$85 EACH.

REPAIR TO MOTOR BOATS, CARS,

and CYCLES UNDERTAKEN.

DRAGON CYCLE DEPOT,

No. 11, D'ARQUILLER ST. and KOWLOON.

Hongkong, 27th November, 1907.

A WONDERFUL DISCOVERY.

This is the story of a great discovery, which will revolutionize the world.

It is a discovery which will revolutionize the world.

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KING EDWARD'S TOYS AND PLAYTHINGS.

At Buckingham Palace there is a room devoted to the storage of various toys which Kings and Queens at one time played with.

There may be seen in this interesting collection of playthings a wooden rocking-horse given to King Edward by the Prince Consort when his majesty was 5 years old.

On the deck of this horse, who was once known in the royal nursery as Jupiter, may be seen the name Edward, carved by the little boy who was born to the King of the British Isles.

A bright gun metal cannon, 18 inches long, mounted on a steel carriage, stands next to the horse.

It was his majesty's favourite toy, and was presented to him by the late Duke of Cambridge.

It is a working model of one of the early types of breech-loading guns, now, of course, quite out of date; it was capable of sending a small bullet through an inch board at a distance of 100 yards, and was given to the king when he was seven, but his majesty was not permitted to use it until he was ten.

A gun range, 150 yards long, was then chosen at Windsor, where the king used often, under the watchful eye of an old artilleryman, to make practice with this splendid toy.

Another extremely interesting toy is a fine model of a schooner, designed and made by William IV.

It is not a very big model, being only a little over 12 inches in length, but it is absolutely accurate in every detail.

This model, which for a time from the royal collection of toys when it was lent to Prince Edward of Wales, who used frequently to sail it on Virginia water when at Windsor.

It was, however, replaced in the collection recently.

Queen Alexandra's favourite doll is among the most treasured articles in the collection.

The doll is clad altogether in white, and all the garments were made by her majesty when she was a very little girl, long before she had any idea that she would be one day England's queen.

The doll was added to the collection by the express desire of the king, and was brought over from her majesty's home at Denmark a few years ago.

Many of the toys in the collection were made by their royal owners.

For example, there is a wooden model of a fire engine made by the Prince of Wales, a flagstaff made by H. R. H. the Duke of Connaught, and a wheelbarrow constructed by the late Duke of Edinburgh.

The toy most recently placed in the collection is a splendid kite of ingenious construction, made by little Prince Henry of Wales.

The royal children are taught to take good care of their toys, and are not permitted to break them when they are tired of them.

When a toy ceases to please its royal owner, it is sometimes placed in the collection, but if not considered to be of sufficient interest for such a purpose it is given away, usually to the family of someone connected with the royal household.

Though many of the royal toys have been carefully stored away for some years past, no regular collection was made of them until King Edward ascended the throne, when his majesty conceived the idea of gathering them all together and placing them in a special room at Buckingham Palace.

